DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

October/2021 The Group's In-House Magazine www.rantzau.de

Simulating 12 knots of speed the tanker model shows a fine flow of waves along the hull during the tank tests, close to the calculations

Tanker model flowing smoothly in the tank

John T. Essberger's tanker newbuilding programme is progressing. The first hull tank tests with a four-metre-long model were carried out in the Netherlands in early October. The length of the actual ships will be 115 metres, the breadth 18 metres and the draught 6.5 metres, with a dwt of 6,600. The initial trials fully confirmed the values calculated in the plans with regard to resistance and thus favourable fuel consumption values. In the photo you can see how smoothly the water flows along the towed hull model.

Further tank tests will be carried out until October 2021, including a test with the optimised ship propellor attached to the model. Meanwhile, the manufacturers of the propulsion and MGO/LNG engine (MAN), the cargo pumps (Marflex) and the bridge system (Furuno) have also been chosen. Steel cutting will begin at the Dingheng shipyard in February 2022. To date, John T. Essberger has ordered four newbuildings from China, which are scheduled for delivery as of mid-2023.

Sustainability – another step towards a greener future

Environmental issues pose enormous new challenges to the shipping industry

It all starts with the little things. In September, the first vessel of the JTE chemical fleet, the "Amalie Essberger", was fitted with water bottle filling stations. The WBFS project contributes towards reducing plastic waste. Dirk Herrmann, the company's Sustainability Officer, has taken the lead to develop an extensive environmental social governance (ESG) project that is now being implemented. The commercial partner of John T. Essberger in E&S, shipowner Stolt-Nielsen, is also taking part. The topic of sustainability will be an on-going challenge in the shipping industry for many years to come. To get the ESG project going, Dirk Herrmann and the project team identified six strategic initiatives to serve as objectives in the liner and chemical tanker business:

Ocean health is split into value-added cargo cycle management, supply chain plastics reduction, ocean-tech goodwill and onboard freshwater-to-potable water.

Energy & climate involves the implementation of the International Maritime Organization's efficiency design index for existing ships (EEXI) and mandatory operational carbon intensity indicator (CII),

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Our world is in a state of flux. In science, technology and society we are confronted with huge environmental challenges and we shall make sure that future generations will not be burdened by today's mistakes. The climate crisis continues to be a major concern and the shipping industry shares an important role in contributing towards an environmentally friendly future.

A key point is the reduction of emissions from ships' propulsion systems. Using scrubbers and low-sulphur fuels are only an intermediate step in the right direction. Our new tankers currently under construction are already fitted for the use of liquefied gas (LNG) and designed for possible new inventions. Whether hydrogen will become an alternative cannot be ascertained yet. But there will only be true progress if we take a holistic approach to the "green ship" concept and consider further developments identified by the Environmental Social Governance (ESG) project supported by us.

For example, we will have to design ships built for a longer life cycle. We need to optimise our voyages and cargo combinations in order to increase the fleet efficiency. Ports must offer shore power and for this we need to co-operate even more closely with our customers. In short, we will have to take seriously what can be summerised under the term "sustainability".

Sustainability is the predominating factor that will challenge us in this "new" world. We want to contribute to climate protection, for the sake of our descendants and our customers. After all, as their logistics partners we share a common climate footprint.

For all of us it will become increasingly more important to think "green" in our work processes.

Yours Heinrich von Rantzau

Covid-19 or the luck of the efficient

Coronavirus status in the middle of September: 530 or 50.1% of our 1,056 employed seafarers are vaccinated. From these 530 crew members, 222 on board of 28 vessels received their vaccines in the Amsterdam, Rotterdam, Antwerp (ARA) and Germany range ports. Now it mainly depends on the national vaccination programmes ashore when 70% or more will be achieved. Filipino seafarers should soon reach 50%. A case of luck and efficiency was reported by André Trommler, head of the Crewing department. He writes: "The plan was to have the crew of 'DAL Kalahar' (6,600 TEU) vaccinated during her call in Bremerhaven on 2 September. The week before, however, our crew change agent Boers Crew Services informed us that just in that week the vaccination station in Bremerhaven will not be available. We then changed plans to the back-up option Rotterdam. On 27 August the Senator of Health of Bremen proudly presented his vaccination efforts in a newspaper and I called Mr Deppe, the head of the Seemannsmission in Bremen. He told me that Bremerhaven is not handled by them but suggested simply bringing the crew to Bremen without bureaucratic burden. No pre-advice, no registration, no crew list required, just walk in, get the shot and leave. Done as said. On 2 September Boers Crew Services arranged transport for two groups of 13 seafarers each to Bremen and back to the vessel, fully vaccinated with Johnson & Johnson vaccine. Thank you to everyone involved!"

By the way, by late September all our vessels were coronavirus-free.

Andrea Tegeler-Dohrn looks forward to visiting DAL Agencies in South Africa

DAL introduces new Senior Manager Trades

Andrea Tegeler-Dohrn comes with vast experience

Andrea Tegeler-Dohrn joined Deutsche Afrika-Linien as Senior Manager Trades in mid-August 2021. Her responsibilities include ensuring the smooth collaboration with DAL's agencies. Her title correctly includes the word "senior", as she has 26 years of experience from working in her profession, most of which for shipowner Hamburg Süd.

Andrea Tegeler-Dohrn was born in Sao Paolo/Brazil. As the daughter of a German father and a Brazilian mother, she spent the first 15 years of her life in her country of birth until her parents relocated to Germany. A school internship at the head agency of Brazilian shipowner Aliança led her to choose to do an apprenticeship at Hamburg Süd, who offered her a job as soon as she had passed her exams. She worked in several managerial positions in trade und yield management and spent four years at the regional headquarters in Brazil. When she returned to Germany, she was mainly involved in the integration of new services and two shipowners in Spain and Italy. Her last position before leaving Hamburg Süd was head of the Planning & Budgeting / Business Intelligence department.

At DAL, besides the agency business she is mainly in charge of optimising the yield, commercial processes and key account management (tenders) as well as of creating potentials for new trades and services.

Speaking about her first experiences at DAL, she said: "Previously I worked for a large concern, which became even bigger and convoluted when Hamburg Süd was taken over by the Maersk Group. It became hard to tell who exactly was in charge of what. By contrast, here at DAL, the processes are compact and transparent. If I need information or need to make decisions, I just have to walk across the corridor. That's a great advantage." She adds: "I enjoy travelling and have seen quite a lot of the world. I particularly look forward to visiting our many agencies in person soon, especially all our agency staff in South Africa, because so far I know very little of Africa."

Sustainability

(continued from page 1)

which help to reduce the CO_2 emissions of ships' engines. Other factors include biofuel trials, installing customer-driven shoreside power, customised carbon reporting, wing foil trials, digital port efficiency explorations, the opportunity to explore hydrogen fuels cells and mapping of client-driven alternative-fuel opportunities.

Green finance comprises the implementation of legal ESG banking requirements and management of ESG-motivated financing, including equity and debt.

Community means identifying strategic ESG networks and ideating a group ESG initiative for the community.

Vessel lifecycle includes the aim to revolutionise the lifetime of commercial vessels and to lead a circular economy agenda with original equipment manufacturers (OEMs) and shipyards.

People is the keyword for an ESG employee education programme, the development of ESG communication, resources and retention programme and to suggest an ESG initiative to increase the number of women at C-level. C-level schools are run by an initiative called European Women on Boards (EWoB), with the aim to promote female managers to become eligible to take higher responsibilities.

Jan Eghoej, Managing Director of John T. Essberger and in charge of the E&S Tankers 40-plus fleet of chemical tankers says: "Sustainability is and will remain a top priority for us. We are all interested in contributing towards improving the climate and so are our customers. In doing so, we are focusing on close cooperation, because our customers are likewise keen to show good values when presenting their logistics chains. We are currently having talks with a large customer about switching to shore-based power for our vessels when in port. To make this possible, our customer has to be able to supply enough electricity and we have to equip our ships for electric operations. Our newbuilds will already be designed for this, the other ships in our fleet can be retrofitted. With our on-going Performance Programme, we have been able to optimise the speed and consumption of our fleet. Lower consumption means lower emissions. A substantial additional advantage has been brought about by the synergy effects resulting from our partnership with E&S Tankers. A shared fleet means higher flexibility when deploying our ships, and we compare our monthly achievements with our baseline from 2019. It's evident that the cargo programme can be better optimised, leading to fewer voyages in ballast and thus a lower CO_2 footprint. As I said, that's a subject our customers are particularly interested in because ultimately it also benefits the sustainability level of their own company."

In parallel with the implementation of our broad goals is the introduction of computer-based and face-to-face training for all employees of the group.

Introducing the new bottle filling station on "Amalie Essberger": C/O Ruslanas Karpovas, OS Morante Botardo and Capt. Madry Marcin (from left)

Fishing at Tees Bay Anchorage: Pumpman R.B. Cardines and Deck Cadet M.J. Quoto with a bucket full of mackerel. Cook A. Rodas is happy!

Impressions of a very ordinary voyage on the E&S chemical tankers' trail

Captain Denis Tatarinov and Cadet Anja Gutjahr of MT "Johann Essberger" writing their personal report about a trip from Sweden via Finland to northern England in August 2021

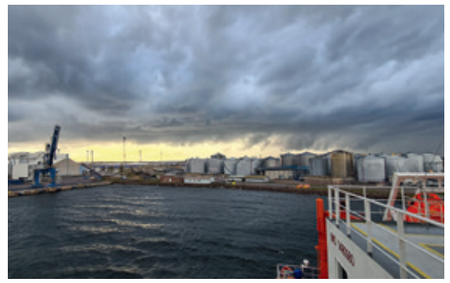
By Captain Tatarinov

My report starts with the arrival on board of MT "Johann Essberger". This time I have joined my vessel at Malmo/Sweden. In all the years of sailing and travelling I finally managed to cross the Oresund Bridge by taxi, after landing at Copenhagen Airport. The view and the feeling were fantastic, since I have passed under the bridge so many times, and now I am crossing on top in a completely different means of transport.

After joining the vessel at Malmo and discharging some parcels of cargo, we went to the beautiful port of Kalmar in southeastern Sweden. Here it is worth going ashore or just jogging around a bit, as Kalmar is one of the oldest and most important cities in the history of Sweden. The port stay at Kalmar was short. We came alongside around 07:00 h in the morning and left after lunch. Next stop was Kotka, a port in the eastern part of the Gulf of Finland. Kotka is a

The chemical tanker "Johann Essberger" (5,260 dwt) is certified 1A ice class and was built in Turkey in 2011. Her main dimensions are LOA 100 metres, beam 18 metres

A windy day at the port of Kotka/Finland, the last port of "Johann Essberger's" voyage 442



Leaving the industrial facilities in the port of Kotka on course for Porvoo, just a three-hour trip away

Impressions of a very ordinary voyage on the E&S chemical tankers' trail

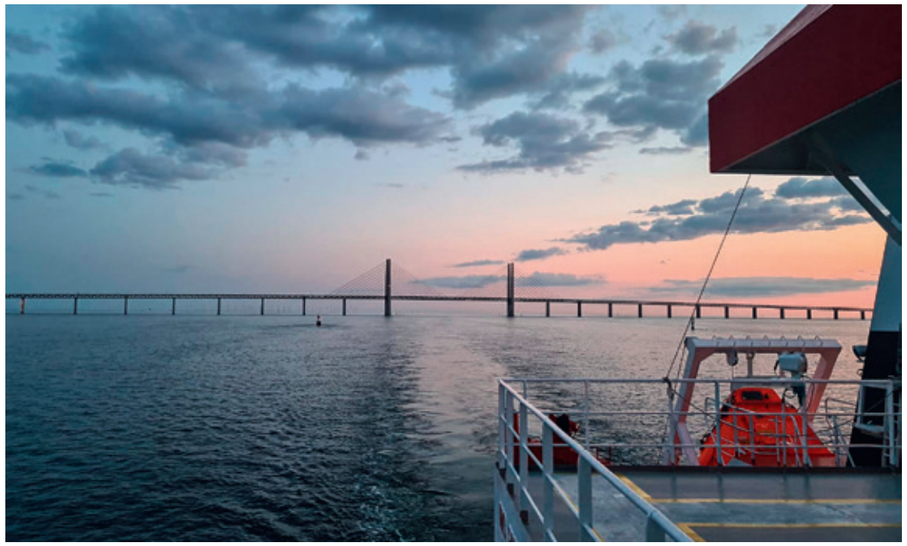
regular destination in our trade, so we often visit this port as well as the Hamina chemical plant nearby. This time we experienced some rough weather inside the harbour, with southwesterly winds of force 6 gusting 7–8 Beaufort. These weather conditions kept the harbour tugs very busy all daylong. I managed to get their perfect assistance on arrival and departure as well.

Kotka was the last port of voyage 442 for "Johann Essberger", but our voyage 443 had already been fixed. 443 was rather usual for us and our trade in the Baltic: from Porvoo in Finland to Tees in Yorkshire/northern England. We like this voyage. Service in Porvoo is well organised: cargo operations, garbage and sludge disposal, FW supply, MDO bunkering in special cases, crew changes, and provision supplies. Here most of the requirements of seafarers can be arranged.

After leaving Kotka we went directly to Porvoo, a trip of around three hours. As the weather was still rough in the Gulf of Finland, I had asked the agent and the port authorities for an inner and well-sheltered anchorage for cargo tank preparation prior to loading. We managed everything quite well and spent one more night at anchor waiting for the terminal to be ready.

The inner anchorage is an ideal spot for a rescue drill. The MOB/rescue boat was lowered, and the crew performed in good manner, according to the agreed scenario. On the evening of 20 August, we went alongside Neste jetty number 8. Usually loading phenol and acetone parcels at Neste terminals takes around 20 hours. After successful completion of loading we could look forward to four days at sea, a "luxury voyage" in the demanding coastal trade.

On departure from Porvoo we met "Philipp Essberger". As a greeting we always give a few blasts with the ship's horn and wave from deck and the bridge wings. This tradition was introduced by the Dutch-flagged vessels of our fleet, where I used to sail before joining a vessel under Madeira flag. I really respect traditions on board, as it is something special and unique. I was happy to see "Philipp Essberger", as she was my previous vessel.



Linking Sweden with Denmark the Oresund Bridge was opened in 2000. The total length is 7.84 kilometres and the clearance is 57 metres

DAL/JTE News reporters Captain Denis Tatarinov and Cadet Anja Gutjahr on the bridge of MT "Johann Essberger"

After almost two days at sea, we headed to the Sound. When you leave the Baltic there are two options to reach the North Sea: via the Sound, Kattegat and Skagerrak or via the Kiel Canal. Main criteria for the decision are weather conditions in the North Sea. This time we experienced fair weather and so we skipped the Kiel Canal and proceeded via the Sound on a north course. It's very important to follow the recommendations of IMO to satisfy our customers, that's why we prefer to order pilot assistance during the Sound passage. Usually the passage takes up to four hours depending on traffic and ferry movements between Denmark and Sweden. We passed the Oresund Bridge leaving Malmo to starboard and Copenhagen to port. It is always an amazing view, this time in wonderful weather conditions. On the last part of the Sound passage, just before dropping the pilot on the Danish side, we passed Helsingor, dominated by the magnificent 16th century castle Kronborg, home of Shakespeare's Hamlet. It is not only a place of interest for tourists, it also features a lighthouse tower, which is important for us seafarers.

After the pilot had left us, we enjoyed another two more days at sea before we reached the busy Teesport. Usually there are three berths for discharging with the possibility of having to wait for a free birth. As the weather was still nice and warm and the sea calm our crew had a good time fishing. This anchorage is well known for his swarms of mackerel.

These are my impressions from a trip of almost two weeks on board this fine vessel of the Essberger fleet. Finally I would like to send my regards to all John T. Essberger departments in Hamburg, my colleagues and friends on the Dutch and Madeira fleet vessels, plus special greetings to everyone I know and who has given me a good hand and support through all these years in the company.

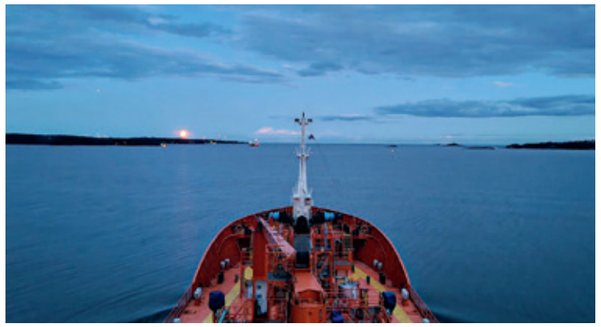
By Anja Gutjahr

On 18 August 2021, "Johann Essberger" departed from Kotka in ballast, heading to the next port of call, Porvoo. Due to the stormy weather and sea condition, Captain Tatarinov decided to drop anchor in the inner anchorage near Porvoo. During the anchorage as the weather calmed down, we carried out our monthly rescue boat drill as well as a fire and abandon-ship drill.

As soon as we were alongside, we started with the loading operation for our charterer Borealis. As usual we loaded acetone and phenol. After one day of loading, we set sail on 21 August 2021, leaving the Gulf of Finland heading to Tees, UK, via the Sound, Skagen and the North Sea. Depending on the weather the captain decides if we sail through the Kiel Canal or if we take the northern route. According to the recommendations, we passed the Sound with a pilot on board.

Our passage started at the famous Oresund bridge. During the pilotage we passed small and big cities like Copenhagen, Malmo and Helsingborg. Thanks to the good view it was also possible to see the famous castle of Hamlet. We dropped off the pilot close to Helsingborg and continued our voyage via Skagerrak, passing Skagen where, if necessary, we can take additional bunkers. As we reached the North Sea the weather changed. We continued our voyage with Beaufort 5–6 and with two-metre waves. On 26 August we arrived in Tees in the early evening after hours of delay because of the bad weather. In Tees we discharged our cargo at three different terminals. After Tees we set sail to Stenungsund/Sweden for our next voyage.

Three cheers for "Philipp Essberger" (5,738 dwt) in the evening hours in the Gulf of Finland



"Johann Essberger" heading into the night. Next destination Teesport in northern England, where voyage 443 ends

"Johann Essberger's" crew: D/CDT Mark Joshua Quito (front), D/CDT Anja Gutjahr, C/O Juris Jurionas, Captain Denis Tatarinov, C/E Marcin Prena, 2/E Maciej Binkul (1st row), AB Vernie John Formentora, OS John Rey Maturan, CCK Alfonso Rodas, MTM Noel Estorion, AB Mario Bonalos, AB Mark Louie Subaldo, PMP Rolando Cardines, 2/O Ephraim Jireh Rubenial, 3/O Aaron Jacob Frigillana (2nd row)

Whereabouts

October 2021

Ship name	Master	First Mate	Chief Engineer
Agnes Essberger	Robert Waldon	Viacheslav Leonov	Piotr Popiel
Amalie Essberger	Marcin Madry	Ruslanas Karpovas	Vitaliy Kolesnyk
Anneliese Essberger	Jan Ten Wolde	Pawel Pawlik	Pieter Pasterkamp
Annette Essberger	Koen Ghysels	Katarzyna Kaluza	Volodymyr Yurkevych
Birthe Essberger	Andrei Malenkov	Aleksejs Glinskis	Ruslans Lesciks
Caroline Essberger	Gerardus Wijnands	Willem Schot	Ralph Huibers
Charlotte Essberger	Krzysztof Osuch	Ilja Baranovskis	Artur Kazimierz Gzella
Christian Essberger	Robert Szmaj	Robert Halicki	Piotr Kret
DAL Kalahari	Janusz Urbanski	Joanna Koczyk	Piotr Turski
Dutch Aquamarine	Sander De Bos	Walter Bergsma	Jan Sonneveld
Dutch Emerald	Alex Buren	Krzysztof Maniecki	Dmytro Polyavka
Dutch Spirit	Nicky Nicolaas Petrus Burger	Els Impens	Arnoldus Eland
Ellen Essberger	Mariusz Borek	Radoslaw Ewertowski	Miroslaw Szylobryt
Elsa Essberger	Stefan Grabowski	Dariusz Podsiadly	Aleksey Plyasukhin
Georg Essberger	Jacek Borysiuk	Piotr Adamski	Valerii Mersiianov
Gisela Essberger	Arkady Khramushin	Rafal Garbacz	Pavel Semyonov
Helga Essberger	Maciej Randak	Jaroslaw Krok	Olegs Cerepanovs
Johann Essberger	Deniss Tatarinovs	Ronald Jr. Llanos	Marcin Prena
John Augustus Essberger	Dawid Sadecki	Valentin Eriskin	Ryszard Topolewski
Liesel Essberger	Adam Incewicz	Deniss Andrejevs	Robert Piotr Starczewski
Lisa Essberger	Leonardus Kanters	Dominik Kazior	Geert Sap
Maersk Launceston	Konstantin Kveselevich	Noel Magcamit	Pavlo Polishchuk
Nordic Saga	Roar Kyvik	Filip Rajner	Fredrik Hollmén
Nordic Sira	Carlos Calderon Menendez	Rafal Drezno	Zygmunt Dobrzyniewski
Nordic Sola	Magnus Drake Af Hagelsrum	Valeriy Dorofeev	Steinar Avløyp
Nordic Sund	Einar Bjoerkavaag	Quirino II Agot	Bengt Gille
Patricia Essberger	Grzegorz Kakol	Marcin Harasim	Grzegorz Topolewski
Philipp Essberger	Mareks Satkovskis	Evgeniy Buzyrev	Dmitry Shcherbov
Theodor Essberger	Ali Ayara	Pawel Bula	Stefan Tudorache
Ubena	Cezary Trzeciakiewicz	Pawel Wodzislawski	Iurii Lokot
Ulanga	I. Cioban	Aleksandr Popov	Costica Tuca
Ursula Essberger	Albert Ten Wolde	Rik Bolwijn	Sipke Steenbergen
Wilhelmine Essberger	Nicolaas Van Den Belt	Eriks Ciblis	Johan De Jong

Aus der Reederei-Familie

Jubiläen

25 Jahre

Limuel Laurenio Ningal,
AB, 20.09.1996

10 Jahre

Gundula Grzybowski,
Ship Management, 19.09.2011

Besondere Geburtstage

85 Jahre

Ise Wecking,
Pensionärin, 01.08.1936

75 Jahre

Hans-Dieter Konrad,
Pensionär, 06.09.1946

70 Jahre

Grietje Lucka,
Pensionärin, 27.09.1951

Jan Buisman,
Pensionär, 15.10.1951

65 Jahre

Elke Münsterberg,
Pensionärin, 02.08.1956

60 Jahre

Gotthard Igla,
Betriebsrat, 17.10.1961

Neue Mitarbeiter an Land

Sergiu Bondoc, *JTE*
Birgit Ernst, *DALSA*
Lars Deemering, *DAL*
Kerstin Schättler, *DALSA*
Andrea Tegeler-Dohrn, *DAL*

Neue Auszubildende an Land

Jonas Brandenburg, *DAL*
Gerret Grage, *JTE*
Kara Kretschmann,
DAL – Duales Studium
Marie Neukirch, *DAL*
Tjark Veltrup, *JTE*

Wir gratulieren zur Geburt eines Kindes

Marvin Giordan,
Sohn Pablo, August 2021

Geheiratet haben

Helena Le Roux
(ehem. Kapahnke), 06.08.2021
Maren Heitling
(ehem. Radinsky), 18.09.2021

In den Ruhestand trat

Capt. Louis Kint,
31.07.2021

Wir gedenken

Klaus-Peter Saballus
(Pensionär JTE),
Februar 2021

Jürgen-Eberhard Warnecke
(Pensionär JTE),
Juli 2021

Antonio Cruz Almario
(AB JTE),
August 2021

Alexander Inciso Balderama
(C/O JTE),
September 2021

Sönke Boekholt
(Ship Management),
September 2021

Patricia on board of Patricia

Fatty acid methyl ester (FAME) is an additive used in the production of biodiesel. For this cargo, the "Patricia Essberger" (4,711 dwt) berthed at the Evos Terminal in the port of Hamburg on 27 August. The chemical tanker's namesake Patricia von Rantzau took the opportunity to welcome the ship's crew in person. She was accompanied by her two children, Caroline and Philipp, as well as Johan Isaksen, head of the company's Ship Management department, all of whom were welcomed on board by Captain Grzegorz Kakol. After the extensive "survey" of the "Patricia Essberger", they took a souvenir photo on the bridge together with the crew. Here we see from left to right: A/B Jessie Carpio, A/B Jefferson Arcilla, A/B Manuel Macuja, D/C Norman Gonzales, D/C Jan Stefanowicz, CCK Pedrito Monsalud, PMP Romy Villar, C/O Szczepan Pachula, Patricia von Rantzau, Capt. Grzegorz Kakol, Caroline von Rantzau's boyfriend Niels Nissen, Philipp von Rantzau, Caroline von Rantzau and Johan Isaksen: of course, everyone was fully vaccinated and free of fever.

Welcome: new arrival to the von Rantzau family

Georg and Ann-Mari von Rantzau had a Sunday's child: on 8 August 2021 at 8.55 p.m. their second son, Henri Alexander Kurt von Rantzau, was born. All are happy and well. Georg von Rantzau is the second-eldest son of Heinrich and Annette von Rantzau and himself a successful managing owner of shipping company OKEE Maritime. Here we see the couple with Henri just a few days old and his brother Cuno Maximilian, who was born in March 2020.

New trainees

Covid-19 has been a big burden for our new trainees, so they have not really been present lately. Here they are, upstairs to downstairs: Jonas Brandenburg (DAL), Tjark Christian Veltrup (JTE), Marie Josefine Neukirch (DAL), Gerret Grage (JTE) and Kara Kretschmann (DAL, dual student, HR).

For more information on the **DAL/JTE group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office
Deutsche Afrika-Linien Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, fax: +49 40 38016-663, email: contact-dal@rantzau.de or
DAL Agency Durban, Sharaf House, 1st Floor La Lucia Ridge Office Estate, Umhlanga/Durban 4051, RSA, tel: +27 31 5829400, fax: +27 31 5829401 or
Essberger & Stolt Tankers Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, email: chartering@es-tankers.com

Cyberattacks: a real threat to shipping

How DAL was affected and what we can do to further improve our cybersecurity explained by Chief Information Security Officer Ole-Christian Krenzcak

Cyberattacks on shipping companies are no longer an obscure threat anymore, they are facts. Deutsche Afrika-Linien (DAL), too, has had to pay dearly in connection with a cyberattack on our long-time partner in the South Africa Europe Container Service Maersk.

Late on 17 June 2017, malware took hold and the company's operations ground to halt. All end-user devices, including 49,000 laptops and print capability, were destroyed. All 1,200 applications were inaccessible and approx. 1,000 were destroyed. Data was preserved on back-ups but the applications themselves couldn't be restored from those as they would immediately have been re-infected. Around 3,500 of Maersk's 6,200 servers were destroyed. All land line phones were inoperable due to the network damage and, because they had been synchronised with Outlook, all contacts had been wiped from mobiles, severely hampering any kind of coordinated response.

It later turned out that the Russian NotPetya malware was responsible. It was designed to perpetrate and destabilise the Ukrainian government by infecting an upgrade to MeDoc, Ukraine's widely used tax software. NotPetya rapidly spread to more than 60 countries, including the Danish shipping line.

The way Maersk managed to more or less restore operations in just two weeks is a completely different story and worth mentioning because it has to do with Africa: the Maersk IT team focused on reverse-engineering the virus to understand how it worked. They designed a new build based on Windows 10, which was less vulnerable to this specific virus, and strengthened it as much as possible so that it would be less vulnerable to other attacks. In a stroke of luck, they were able to retrieve an undamaged copy of its active directory from the Maersk office in Nigeria. It had been unaffected by NotPetya purely because of a power outage in Lagos that had taken the service offline while the virus was spreading. The crucial data was flown into Denmark. According to Maersk's estimates, the damage it suffered from NotPeya was between 250 to 300 million dollars.

Ralf Stuewe, back then DAL's Director Operations Liner Services, remembers these days very well: "We are a customer when we use Maersk's container terminals in Rotterdam and Algeciras. So we were directly affected by the cyberattack when Maersk suffered the blackout. Cargo on our container ships in the SAECS vessel-sharing agreement had to be restowed and diverted to other ports. The containers were thus delayed and caused major additional handling costs. Since the terminal programmes were lost, we first had to find many of the containers, and the only way to do that was manually. It took us at least two weeks, it was a really adventurous state of affairs, to put it mildly."

The entire port infrastucture came to a standstill

Ralf Stuewe, who has meanwhile been promoted to Director Liner Services of DAL, and his team were recently confronted by a new challenge. In July 2021, South Africa's state-owned Transnet Port Terminals (TPT) was hit by a cyberattack that blocked its whole network of freight transport services and terminal operations. Stuewe: "The entire port infrastructure, including the movement of all ships and containers came to a standstill. We had to adjust and reorganise our sailing schedules as best we could. Half of the container ships in the SAECS fleet were actually in South Africa or on their way there. It cost us not only additional port fees and fuel consumption to make up for the lost time, but also meant working around the clock. In any case, it once again emphasised the importance of cybersecurity for us, especially at a time when an increasing amount of our staff are working from home."

We are aware of the risks – and are working on the company's security standards every day. A key role in this is played by Ole-Christian Krenczak in his capacity as Chief Information Security Officer (CISO). He is a qualified insurance expert and holds a Bachelor of Law and is not part of the IT department but of MTI, our insurance department. Among other things, he is responsible for cyber-insurance, and thus has a constant eye on how the company is protected in terms of cybersecurity. Be it malware or ransom attacks, the aim must be that insurance claims don't even have a chance to arise, i.e. to prevent a worst-case scenario in the first place. Krenczak: "Of course, the first step is to implement rules and regulations to ensure our security standard prevent external third parties from gaining access to our internal networks and systems. We have noticed that logistics companies tend to be a prime target for data theft and attempted extortion."

Ole-Christian Krenzcak, Chief Information Security Officer: "There are no alternatives to the security measures we have introduced."

Shipowners that have fallen victim of cyberattacks include CMA CGM (France), MSC (Switzerland), COSCO (China), Carnival Corp. (USA), OSM Maritime (Norway) and Anglo-Eastern (Hong Kong).

How do hackers gain access to a network? Krenczak says: "How do you get into the house? The fastest way is through the door. The key is the password. What we need are strong passwords that cannot be easily deduced from a user's biography. Additional encryption like the multi-factor authentication introduced by us quite some time ago makes it harder for attackers to legitimise themselves. Everyone should be very wary of spam mail and mindful when dealing with their own personal data. There are professional password hackers who target their search on security gaps or, in some cases, simply gain access to data purely by chance, which is then sold on the darknet. In order to protect ourselves, we need systems within the company that, when paired with the respective software, ensure a high standard of security. Regular firewall updates are part and parcel of that."

Strong passwords are the key to cybersecurity

He adds: "There are no alternatives to these security measures, even though it makes day-to-day work a bit harder for everyone involved, of course. And it also requires additional training for our staff, which we will shortly be providing to an even higher degree."